

## Restoration (FINAL)

FOR OFFICE USE ONLY:

Version # \_\_\_\_\_

APP # 700454

### A. List of Restoration Activities

This project will help repair natural and cultural sites through protection of those sites adjacent to certain routes identified in the Shasta-Trinity National Forest Motorized Travel Management Environmental Impact Statement, 2010 and Record of Decision. The activities include constructing, purchasing and placing signs that restrict certain areas to specific types of use, purchasing and placing barriers for site protection, and developing motor vehicle use maps (MVUM) for public distribution.

#### 1) Signing

a) Signs will designate National Forest Transportation System (NFTS) roads and trails for motorized vehicle use restrictions and for seasonal area closures for resource protection (bald eagle and northern goshawk nesting), following the implementation of the Motorized Travel Management Program.

b) Signs and posters will be placed to designate Vehicle Class and speed limit restrictions (to protect 82 cultural resource sites) below the high-water mark on Shasta and Trinity Lakes that were added as open areas for motorized vehicle use.

#### 2. Barriers

Barriers (boulders, guardrail) will be placed adjacent to existing roadways to protect cultural resource integrity in selected areas (five roads and one trail) and on selected sites where environmental damage has occurred as a result of motor vehicle use.

#### 3. Motor Vehicle Use Maps (MVUM)

MVUMs identify and designate those National Forest Transportation System roads, trails, and areas that are open to motor vehicle use. They are intended to be general in nature, used as a law enforcement tool, and will be provided free to the public.

### B. Describe how the proposed Project relates to OHV Recreation and how OHV Recreation caused the damage:

The Shasta-Trinity National Forest (STNF) is recognized nationally for the wide variety of outstanding recreational opportunities, with its boundaries within portions of Humboldt, Shasta, Siskiyou, Tehama, and Trinity Counties. The Forest is divided into four management units that includes 1,632,316 acres of land and portions of five designated wilderness areas. One of the management units, the Shasta-Trinity National Recreation Area (NRA), supports the Chappie-Shasta OHV use area (Chappie-Shasta), and draws millions of visitors to the Forest and to the Shasta Lake area. Chappie-Shasta is the biggest draw for OHV and ATV use in the area, and is co-managed by the Redding BLM Field Office, the USDA Forest Service-Shasta-Trinity NRA, and the Bureau of Reclamation (BOR). Chappie-Shasta encompasses 52,000 acres, and provides for approximately 250 miles of trails and roads suitable for OHV use. Opportunities are available for novice, intermediate and advanced vehicle operators.

Lake bottoms of Shasta Lake and Trinity Lake provide terrain that many ATV riders seek. Due to natural and cultural resource (damage to archaeological sites) issues, areas below the high water mark will be open to highway legal vehicles only and will have a speed limit of 15 mph. Barriers will be placed along existing roadways to prevent access onto off-road areas that contain archaeological sites or sensitive resources (eroded areas, riparian areas) to prevent further degradation.

The project and funding assistance will enhance the OHV opportunity while protecting resources on the Forest by clearly defining areas and types of recreational and motorized vehicle use, and by defining routes on the ground and on maps. Motor Vehicle Use Maps will be available at STNF administrative sites, on the website, by mail or from patrol units. This project will ensure OHV facilities and educational materials continue to provide for public recreational opportunities and demands, while meeting public health and safety requirements as well as sound resource management and resource

protection.

**C. Describe the size of the specific Project Area(s) in acres and/or miles**

The Shasta-Trinity National Forest offers OHV recreational opportunities on over 1.6 million acres of forest lands within portions of Humboldt, Shasta, Siskiyou, Tehama, and Trinity Counties. Currently 5,161 miles of forest roads are open to motorized travel of which 4,013 are available for high clearance vehicles and OHV use. 74 miles of motorized trails are open to OHV use. The Chappie-Shasta Off-Highway area currently offers 250 miles of designated routes on 52,000 acres.

Following the implementation of the Motorized Travel Management Program, OHV roads will increase to 4,034 miles and OHV trails will increase to 85.14 miles. 17 new routes will be open to all trail class vehicles, 19 routes will be open to vehicles 50 inches and less in width, four routes will be open to motorcycles only, 16 routes will be open to motorized mixed-use, and 48 routes will be open to all vehicles. 35 maintenance level (ML) 2 roads will be joined to provide an additional 128 miles of connected access for OHV riding. Routes were added in several areas of the Forest by connecting segments of routes open to all motorized vehicles to create loop rides.

OHV opportunity roads and trails are shown on the Forest website (Travel Management, Modified Alternative 2) as "Existing System Routes", and which will eventually be shown on the Motor Vehicle Use Maps as suitable for OHV use together with the added routes. Go to <http://www.fs.fed.us>. Type in "Shasta-Trinity National Forest", click on "Motorized Travel Management", click on "Access the ROD, EIS and Maps", scroll down go to "Supporting Documents, click on "FEIS, Modified Alternative 2, (Maps 1-18)"

**D. Monitoring and Methodology**

Monitoring of authorized route use and protection of resources (protection from further degradation) will be implemented through law enforcement patrol and staff patrol.

**E. List of Reports**

n/a

**F. Goals, Objectives and Methodology / Peer Reviews**

n/a

**G. Plan for Protection of Restored Area**

Law enforcement patrols throughout the Forest will be used to ensure motor vehicles are using only authorized routes. Barriers such as boulders or guardrail will be placed adjacent to selected existing roads throughout the Forest to protect sensitive sites. Signs will be placed and Motor Vehicle Use Maps will be available free to the public to inform them of authorized routes and/or route restrictions.

## Additional Documentation

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**1. Project-Specific Maps**

Attachments:

[Shasta-Trinity National Forest, west side](#)

[Shasta-Trinity National Forest, east-side](#)

**2. Project-Specific Photos**

Attachments:

[Photos of OHV damaged areas that will be protected and restored](#)

## Project Cost Estimate

FOR OFFICE USE ONLY:		Version # _____	APP # _____
<b>APPLICANT NAME :</b>	USFS - Shasta-Trinity National Forest		
<b>PROJECT TITLE :</b>	Restoration (FINAL)	<b>PROJECT NUMBER (Division use only) :</b>	G09-02-16-R01
<b>PROJECT TYPE :</b>	<input type="checkbox"/> Acquisition <input type="checkbox"/> Development <input type="checkbox"/> Education & Safety <input type="checkbox"/> Ground Operations <input type="checkbox"/> Law Enforcement <input type="checkbox"/> Planning <input checked="" type="checkbox"/> Restoration		
<b>PROJECT DESCRIPTION :</b>	<p>This project will help repair natural and cultural sites through protection of those sites adjacent to certain routes identified in the Shasta-Trinity National Forest Motorized Travel Management Environmental Impact Statement, 2010 and Record of Decision. The activities include constructing, purchasing and placing signs that restrict certain areas to specific types of use, purchasing and placing barriers for site protection, and developing motor vehicle use maps (MVUM) for public distribution.</p> <p>1) Signing  a) Signs will designate National Forest Transportation System (NFTS) roads and trails for motorized vehicle use restrictions and for seasonal area closures for resource protection (bald eagle and northern goshawk nesting), following the implementation of the Motorized Travel Management Program.</p> <p>b) Signs and posters will be placed to designate Vehicle Class and speed limit restrictions (to protect 82 cultural resource sites) below the high-water mark on Shasta and Trinity Lakes that were added as open areas for motorized vehicle use.</p> <p>2. Barriers  Barriers (boulders, guardrail) will be placed adjacent to existing roadways to protect cultural resource integrity in selected areas (five roads and one trail) and on selected sites where environmental damage has occurred as a result of motor vehicle use.</p> <p>3. Motor Vehicle Use Maps (MVUM)  MVUMs identify and designate those National Forest Transportation System roads, trails, and areas that are open to motor vehicle use. They are intended to be general in nature, used as a law enforcement tool, and will be provided free to the public.</p>		

	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
<b>DIRECT EXPENSES</b>							
<b>Program Expenses</b>							
1	Staff						

Project Cost Estimate for Grants and Cooperative Agreements Program - 2009/2010  
Agency: USFS - Shasta-Trinity National Forest  
Application: Restoration (FINAL)

5/13/2010

	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
	Other-YCC Crews Notes : YCC will be provided through other programs to help place signs where needed throughout the Forest.	30.000	695.000	DAY	0.00	20,850.00	20,850.00
	Other-Patrol Staff	30.000	300.000	DAY	0.00	9,000.00	9,000.00
	<b>Total for Staff</b>				0.00	29,850.00	29,850.00
<b>2</b>	<b>Contracts</b>						
	Other-Guardrail installation Notes : Guardrail installation includes the price of the core-10 metal guardrail per foot, and traffic control.	600.000	41.000	FT	24,600.00	0.00	24,600.00
	Other-Boulder placement Notes : Boulder placement includes the cost of the boulder (3-5 foot diameter) and installation with heavy equipment.	100.000	200.000	EA	20,000.00	0.00	20,000.00
	<b>Total for Contracts</b>				44,600.00	0.00	44,600.00
<b>3</b>	<b>Materials / Supplies</b>						
	Signs Notes : 16" x 20" seasonal Road Closure (to Motorized Vehicle Use) signs to protect nesting bald eagles and northern goshawks	10.000	50.000	EA	500.00	0.00	500.00
	Signs Notes : 12" x 18" posters to be placed on bulletin boards describing motor vehicle use restrictions to protect sensitive resources (archeological sites). Number includes 3 replacement posters per bulletin board.	184.000	3.000	EA	552.00	0.00	552.00
	Signs Notes : 3' x 5' signs to be placed adjacent to existing roadways at 8 locations providing notice of no motor vehicle off-road use and restrictions below the high water mark to protect archeological sites at Shasta and Trinity lakes. Number includes one replacement sign per location.	16.000	150.000	EA	2,400.00	0.00	2,400.00

Project Cost Estimate for Grants and Cooperative Agreements Program - 2009/2010  
Agency: USFS - Shasta-Trinity National Forest  
Application: Restoration (FINAL)

5/13/2010

	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
	Signs Notes : 16" x 44" signs to be placed along roadways of no off-road motor vehicle use and restrictions below high water mark at Shasta and Trinity lakes.	34.000	47.000	EA	1,598.00	0.00	1,598.00
	Signs Notes : 16" x 20" signs to be placed along roadways to protect sensitive resources (riparian areas). Number includes four replacement sign per location.	20.000	50.000	EA	1,000.00	0.00	1,000.00
	Other-posts Notes : 4" x 4" mounting posts for signs	130.000	24.000	EA	3,120.00	0.00	3,120.00
	Other-hardware Notes : anti-theft nuts and bolts kit, 2 boxes of 500	2.000	556.000	EA	1,112.00	0.00	1,112.00
	Other-sign backing Notes : aluminum tubing for sign support	50.000	77.000	EA	3,850.00	0.00	3,850.00
	Other-motor vehicle use maps	20000.00 0	0.600	EA	12,000.00	0.00	12,000.00
	<b>Total for Materials / Supplies</b>				26,132.00	0.00	26,132.00
<b>4</b>	<b>Equipment Use Expenses</b>						
	4x4 Vehicle Notes : 3/4 ton truck @\$340/month and .55/mile x 100 miles/day x 30 days	1.000	1990.000	EA	1,990.00	0.00	1,990.00
<b>5</b>	<b>Equipment Purchases</b>						
<b>6</b>	<b>Others</b>						
<b>7</b>	<b>Indirect Costs</b>						
	Indirect Costs-Grant Manager/office expe	15.000	400.000	DAY	0.00	6,000.00	6,000.00
	<b>Total Program Expenses</b>				72,722.00	35,850.00	108,572.00

Project Cost Estimate for Grants and Cooperative Agreements Program - 2009/2010  
Agency: USFS - Shasta-Trinity National Forest  
Application: Restoration (FINAL)

5/13/2010

	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
TOTAL DIRECT EXPENSES					72,722.00	35,850.00	108,572.00
TOTAL EXPENDITURES					72,722.00	35,850.00	108,572.00

Project Cost Summary for Grants and Cooperative Agreements Program - 2009/2010  
 Agency: USFS - Shasta-Trinity National Forest  
 Application: Restoration (FINAL)

5/13/2010

	Line Item	Grant Request	Match	Total	Narrative
<b>DIRECT EXPENSES</b>					
<b>Program Expenses</b>					
1	Staff	0.00	29,850.00	29,850.00	
2	Contracts	44,600.00	0.00	44,600.00	
3	Materials / Supplies	26,132.00	0.00	26,132.00	
4	Equipment Use Expenses	1,990.00	0.00	1,990.00	
5	Equipment Purchases	0.00	0.00	0.00	
6	Others	0.00	0.00	0.00	
7	Indirect Costs	0.00	6,000.00	6,000.00	
<b>Total Program Expenses</b>		<b>72,722.00</b>	<b>35,850.00</b>	<b>108,572.00</b>	
<b>TOTAL DIRECT EXPENSES</b>		<b>72,722.00</b>	<b>35,850.00</b>	<b>108,572.00</b>	
<b>TOTAL EXPENDITURES</b>		<b>72,722.00</b>	<b>35,850.00</b>	<b>108,572.00</b>	



## Environmental Review Data Sheet (ERDS)

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### ITEM 1 and ITEM 2

#### ITEM 1

- a. ITEM 1 - Has a CEQA Notice of Determination (NOD) been filed for the Project? ☐ Yes ☒ No  
(Please select Yes or No)

#### ITEM 2

- b. Does the proposed Project include a request for funding for CEQA and/or NEPA document preparation prior to implementing the remaining Project Deliverables (i.e., is it a two-phased Project pursuant to Section 4970.06.1(b)) (Please select Yes or No) ☐ Yes ☒ No

### ITEM 3 - Project under CEQA Guidelines Section 15378

- c. ITEM 3 - Are the proposed activities a "Project" under CEQA Guidelines Section 15378? ☒ Yes ☐ No  
(Please select Yes or No)
- d. The Application is requesting funds solely for personnel and support to enforce OHV laws and ensure public safety. These activities would not cause any physical impacts on the environment and are thus not a "Project" under CEQA. (Please select Yes or No) ☐ Yes ☒ No
- e. Other. Explain why proposed activities would not cause any physical impacts on the environment and are thus not a "Project" under CEQA. DO NOT complete ITEMS 4 – 10

### ITEM 4 - Impact of this Project on Wetlands

The project does not impact any wetlands, navigable waters or sensitive habitat. Use of heavy equipment will be confined to existing roads. No activities will take place on steep slopes or highly erodible soils. Activities under this project will not damage scenic resources within the view shed of the state scenic highway. Protection measures are in accordance with stipulations in our Regional Programmatic Agreement for compliance with section 106 of the National Historic Preservation Act for undertakings on the National Forests of the Pacific Southwest Region.

The proposed action will consist of no vegetation removal and minor soil disturbance and compaction. No threatened, endangered, or sensitive species, or cultural resources, will be impacted by the proposed action. All practical means to avoid or minimize environmental harm will be adopted.

### ITEM 5 - Cumulative Impacts of this Project

This activity will be of limited size, duration and degree of disturbance. The proposed action qualifies under provisions of FSH 1909.15, 31.2, Category 4: "Repair and maintenance of roads, trails and landline boundaries. Examples include but are not limited to: (v) Surveying, painting and posting landline boundaries."

Past experience and environmental analysis reveal that no extraordinary circumstances exist that might cause the action to have significant effects upon the human environment. The proposed action is therefore excluded from further documentation in either an environmental assessment or environmental impact statement.

Placement of signs would increase noise at a minimal level and of short duration (1-2 hours) in the local area when posts would be dug. Placement of boulders and guardrail would require heavy equipment and would increase noise to a moderate level and of moderate duration (several hours to a few days). Traffic may be slowed in areas of guardrail installation during daylight hours.

**ITEM 6 - Soil Impacts**

The proposed action will consist of no vegetation removal and minor soil disturbance and compaction. All practical means to avoid or minimize environmental harm will be adopted and Best Management Practices for protection of water quality will be followed.

**ITEM 7 - Damage to Scenic Resources**

Activities under this project will not impact scenic resources within the view shed of the state scenic highway.

**ITEM 8 - Hazardous Materials**

Is the proposed Project Area located on a site included on any list compiled pursuant to Section 65962.5 of the California Government Code (hazardous materials)? (Please select Yes or No) ☐ Yes ☒ No

If YES, describe the location of the hazard relative to the Project site, the level of hazard and the measures to be taken to minimize or avoid the hazards.

**ITEM 9 - Potential for Adverse Impacts to Historical or Cultural Resources**

Would the proposed Project have potential for any substantial adverse impacts to historical or cultural resources? (Please select Yes or No) ☐ Yes ☒ No

Discuss the potential for the proposed Project to have any substantial adverse impacts to historical or cultural resources.

There would be no adverse impacts to historical or cultural resources. There would only be positive impacts from the proposed project as resources would be protected from further damage.

**ITEM 10 - Indirect Significant Impacts**

As education and enforcement proceeds to direct motor vehicle use only on authorized roads and trails, the user groups of the previously unauthorized routes will increase their use of authorized routes and/or they may go out of the area.

**CEQA/NEPA Attachment**

Attachments:

[NEPA Compliance](#)

## Evaluation Criteria

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### 1. Project Cost Estimate - Q 1. (Auto populates from Cost Estimate)

1. As calculated on the Project Cost Estimate, the percentage of the Project costs covered by the Applicant is: 3

(Note: This field will auto-populate once the Cost Estimate and Evaluation Criteria are Validated.) (Please select one from list)

- ☐ 76% or more (10 points)  
☐ 51% - 75% (5 points)  
☒ 26% - 50% (3 points)  
☐ 25% (Match minimum) (No points)

### 2. Natural and Cultural Resources - Q 2.

2. Natural and Cultural Resources - Failure to fund the Project will result in adverse impacts to: 8

(Check all that apply) (Please select applicable values)

- ☐ Domestic water supply (4 points)  
☒ Archeological and historical resources identified in the California Register of Historical Resources or the Federal Register of Historic Places (3 points )  
☒ Stream or other watercourse (3 points)  
☒ Soils - Site actively eroding (2 points)  
☒ Sensitive areas (e.g., wilderness, riparian, wetlands, ACEC) (2 point each, up to a maximum of 6) Enter number of sensitive habitats [riparian]  
☐ Threatened and Endangered (T&E) listed species (2 point each, up to a maximum of 6) Enter number of T&E species  
☐ Other special-status species- Number of special-status species (1 point each, up to a maximum of 3) Enter number of special-status species

Describe the type and severity of impacts that might occur relative to the checked item(s):

Currently, archaeological sites are being degraded and destroyed as a result of OHV use. Without physical barriers and proper signage, these sites will continue to degrade. Most of the sites are within the high water mark of Shasta and Trinity lakes. Barriers and restrictions through signage will protect these resources.

Riparian areas adjacent to the Trinity River are eroding due to increased and long-term OHV use. Barriers on existing routes that prevent access to riparian areas are needed to prevent the continued erosion.

Signs are needed to inform the public of roads that access nesting raptor sites. Seasonal closures are needed to ensure these sites are successful.

### 3. Reason for Project - Q 3.

3. Reason for the Project 4

(Check the one most appropriate) (Please select one from list)

- ☒ Protect special-status species or cultural site (4 points)  
☐ Restore natural resource system damaged by OHV activity (4 points)  
☐ OHV activity in a closed area (3 points)  
☐ Alternative measures attempted, but failed (2 points)  
☐ Management decision (1 point)

- ☐ Scientific and cultural studies (1 point)
- ☐ Planning efforts associated with Restoration (1 point)

Reference Document

Motorized Travel Management FEIS, Shasta-Trinity National Forest, February, 2010; ROD, March, 2010

**4. Measures to Ensure Success - Q 4.**

4. Measures to ensure success –The Project makes use of the following elements to ensure successful implementation 8

(Check all that apply) Scoring: 2 points each (Please select applicable values)

- ☒ Site monitoring to prevent additional damage
- ☒ Construction of barriers and other traffic control devices
- ☐ Use of native plants and materials
- ☒ Incorporation of universally recognized 'Best Management Practices'
- ☒ Educational signage
- ☐ Identification of alternate OHV routes to ensure that OHV activities will not reoccur in restored area

Explain each item checked above:

Law enforcement will be used to monitor sites for compliance with use of authorized routes by motorized vehicles.  
Agency personnel and archeologists will monitor specific sites for adequacy of signage and barriers.

**5. Publicly Reviewed Plan - Q 5.**

5. Is there a publicly reviewed and adopted plan (e.g., wilderness designation, land management plans, route designation decisions) that supports the need for the Restoration Project? 5

(Check the one most appropriate) (Please select one from list)

- ☐ No (No points)
- ☒ Yes (5 points)

Identify plan

Motorized Travel Management EIS, Shasta-Trinity National Forest, February 2010; Shasta-Trinity National Forest Land and Resource Management Plan and EIS (ROD 1995)

**6. Primary Funding Source - Q 6.**

6. Primary funding source for future operational costs associated with the Project will be: 5

(Check the one most appropriate) (Please select one from list)

- ☒ Applicant's operational budget (5 points)
- ☐ Volunteer support and/or donations (3 points)
- ☐ Other Grant funding (2 points)
- ☐ OHV Trust Funds (No points)

If 'Operational budget' is checked, list reference document(s):

Motorized Travel Management Record of Decision 2010.

**7. Public Input - Q 7.**

7. The Project was developed with public input employing the following 2

(Check all that apply) Scoring: 1 point each, up to a maximum of 2 points (Please select applicable values)

- ☒ Publicly noticed meeting(s) with the general public to discuss Project (1 point)
- ☒ Conference call(s) with interested parties (1 point)

- ☒ Meeting(s) with stakeholders (1 point)

Explain each statement that was checked

Public Meetings, conference calls with individuals and local officials and individual meetings were held to discuss the Motorized Travel Management process and the grant application.

**8. Utilization of Partnerships - Q 8.**

8. The Project will utilize partnerships to successfully accomplish the Project. The number of partner organizations that will participate in the Project are 1

(Check the one most appropriate) (Please select one from list)

- ☐ 4 or more (4 points) ☐ 2 to 3 (2 points)  
☒ 1 (1 point) ☐ None (No points)

List partner organization(s):

Youth Conservation Corps (YCC)

**9. Scientific and Cultural Studies - Q 9.**

9. Scientific and cultural studies will 2

(Check all that apply) (Please select applicable values)

- ☒ Determine appropriate Restoration techniques (2 points)  
☐ Examine potential effects of OHV Recreation on natural or cultural resources (2 points)  
☐ Examine methods to ensure success of Restoration efforts (1 point)  
☐ Lead to direct management action (1 point)

Explain each item checked above

Monitoring by archaeologists and field personnel will determine if the signage and barriers are sufficient measures to continue protection/restoration of the sensitive resources.

**10. Underlying Problem - Q 10.**

10. The underlying problem that resulted in the need for the Restoration Project has been effectively addressed and resolved 3

(Check the one most appropriate) (Please select one from list)

- ☐ No (No points) ☒ Yes (3 points)

Explain 'Yes' answer

Direct OHV use has been determined to be the cause of damage to sensitive sites. By preventing motor vehicle use in these areas, and directing motor vehicle use to authorized routes, the damage to resources should cease.

**11. Size of sensitive habitats - Q 11.**

11. Size of sensitive habitats (e.g., wilderness, riparian, wetlands, ACEC) within the Project Area which will be restored 3

(Check the one most appropriate) (Please select one from list)

- ☐ Greater than 10 acres (5 points)  
☒ 1 – 10 acres (3 points)  
☐ Less than 1 acre (1 points)  
☐ No sensitive habitat within Project Area (No points)

